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To H.M. King George VI

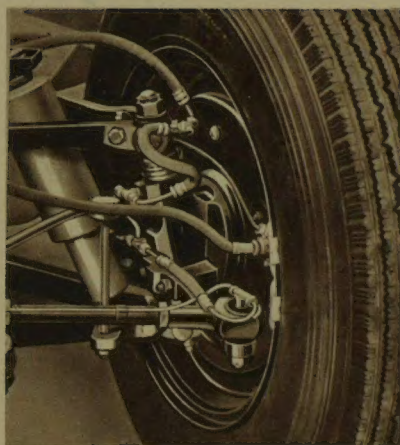
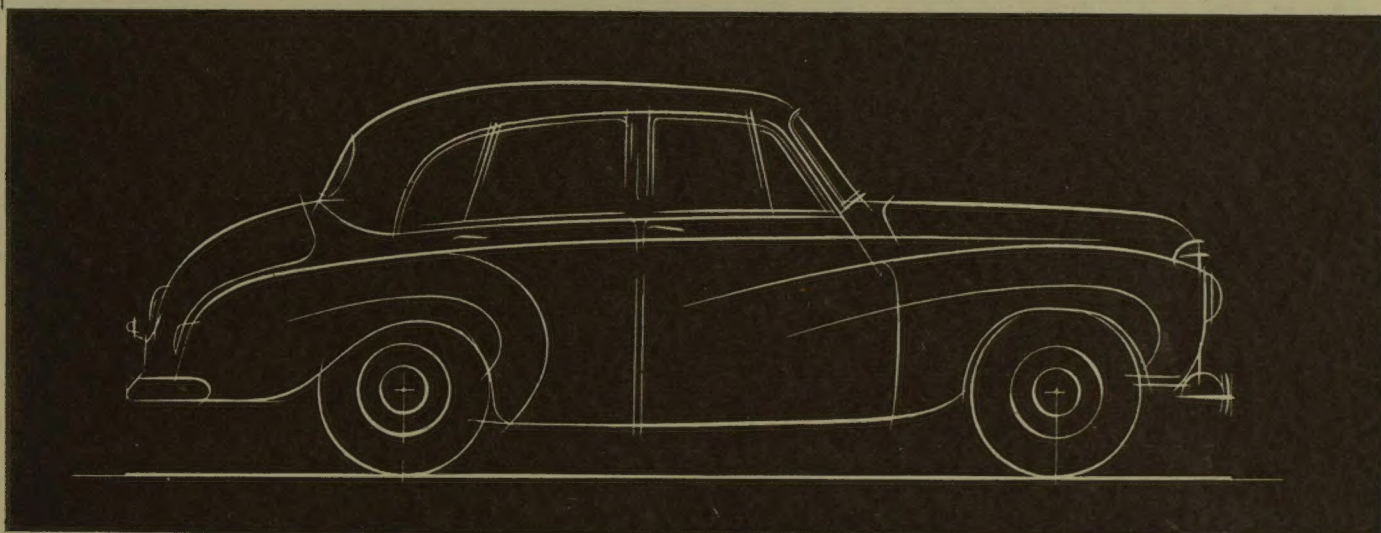


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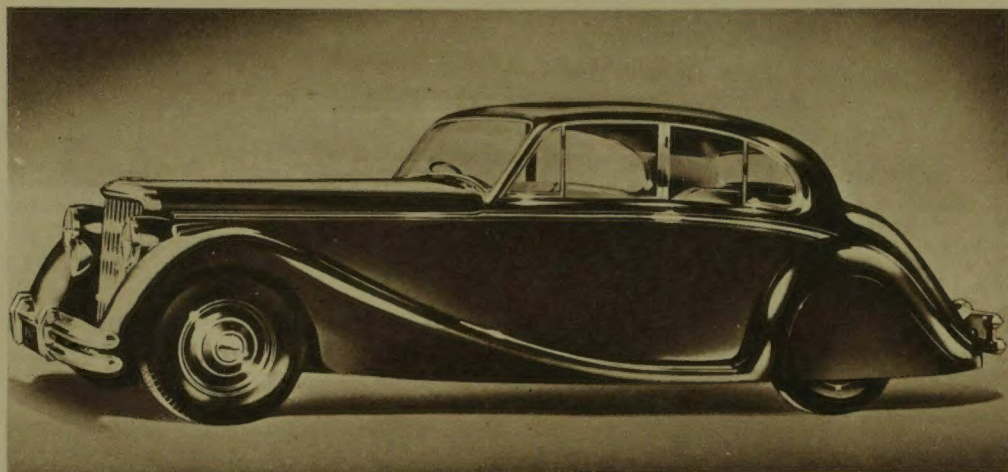
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won an Alpine Cup and 11 other cups and awards. In the R.A.C. T.T. Race, Jaguar swept the board by winning the Tourist Trophy, Team Prize and Distance Award, and gaining the first three places in the unlimited class. The distinguished Mark V Jaguar Saloon continues to earn unstinted praise for its unique combination of elegance and high performance. During 1950, amongst other successes, it has won the Concours d'Elegance both at Monte Carlo and Eastbourne.



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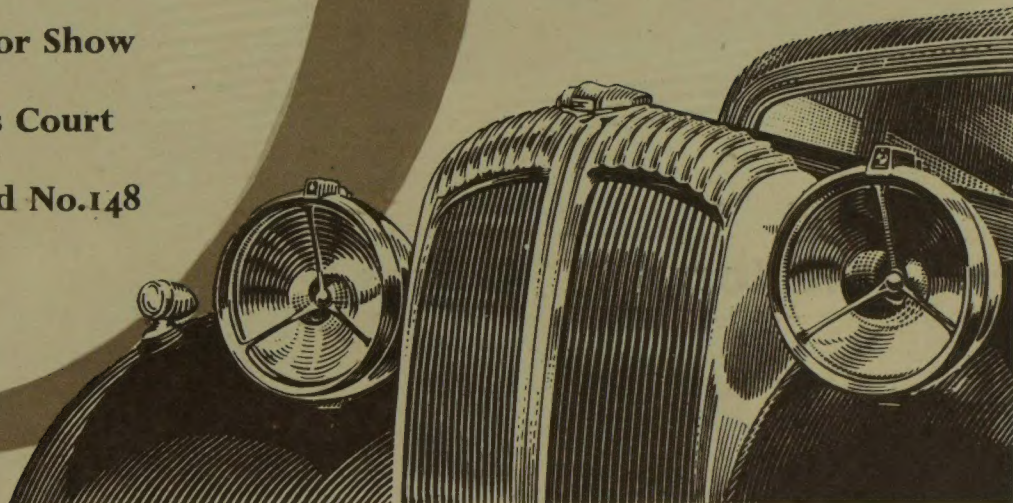
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THE DAIMLER STRAIGHT EIGHT

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THE DAIMLER SPECIAL SPORTS



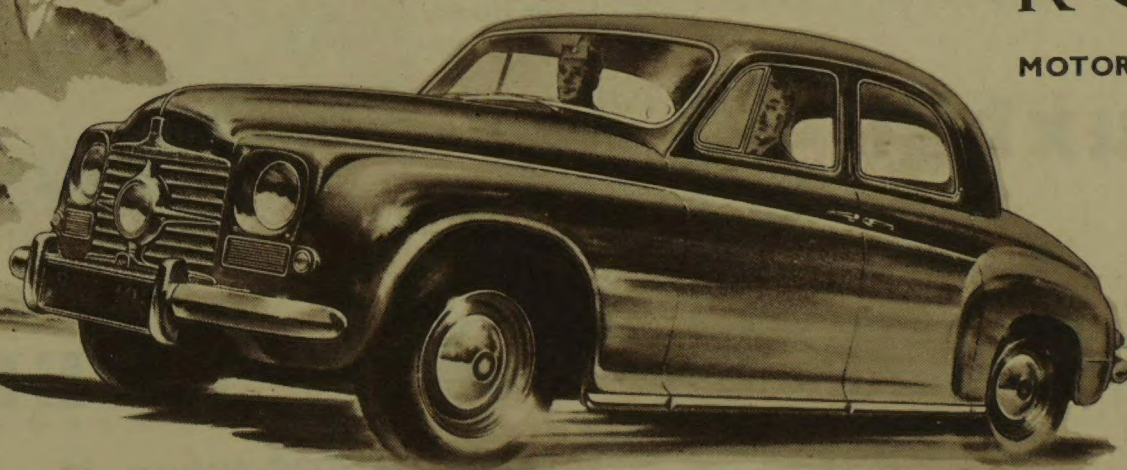
THE DAIMLER COMPANY LIMITED • COVENTRY

Extra performance from a motor car engine need not mean increased fuel consumption. Witness the Rover Seventy-Five. Its designers — who produced the world's first gas turbine car — have obtained from the Seventy-Five engine a performance which will surprise even those who know Rover cars well, yet its petrol consumption is substantially lower than that of its predecessors. As always with a Rover, it is not only what this car *does*, it is how it does it. At speed or loafing, on bypass or byway, the Rover Seventy-Five carries its six passengers with that luxurious smoothness which stamps it as one of Britain's Fine Cars.

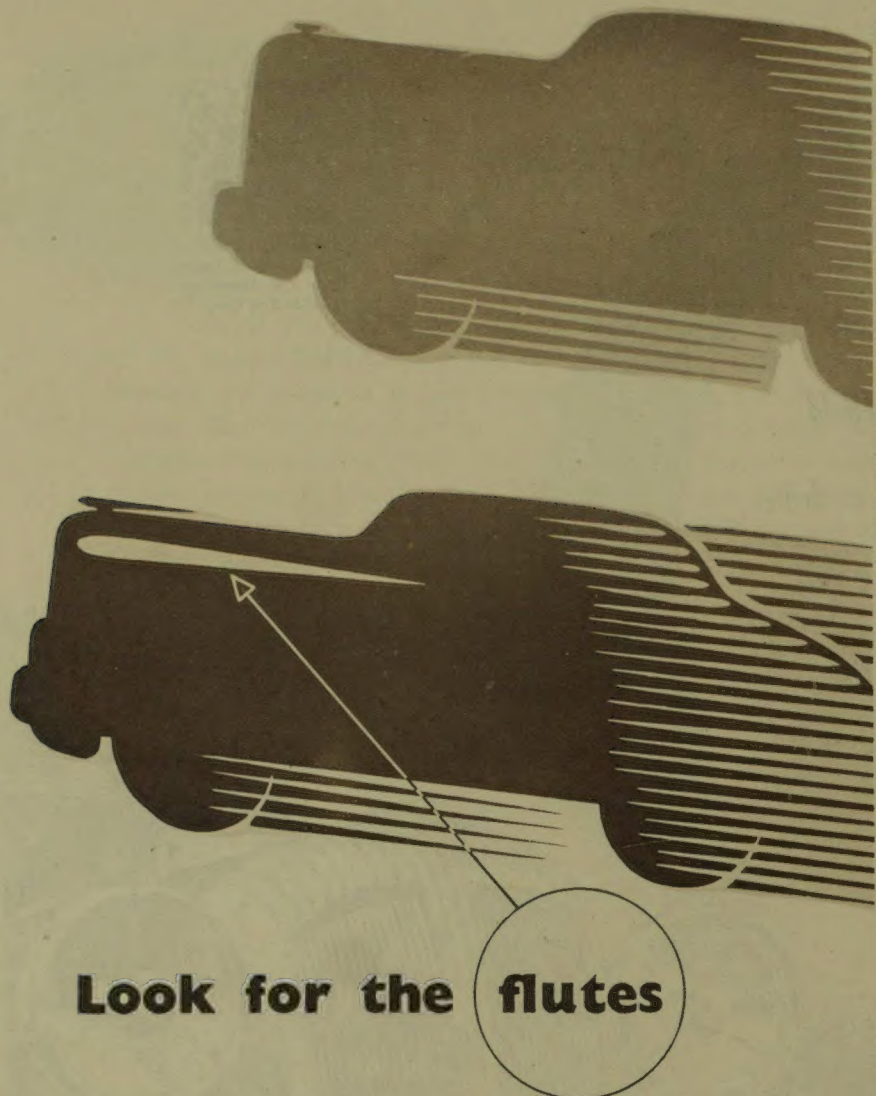
One of Britain's Fine Cars

ROVER

MOTOR SHOW STAND 150



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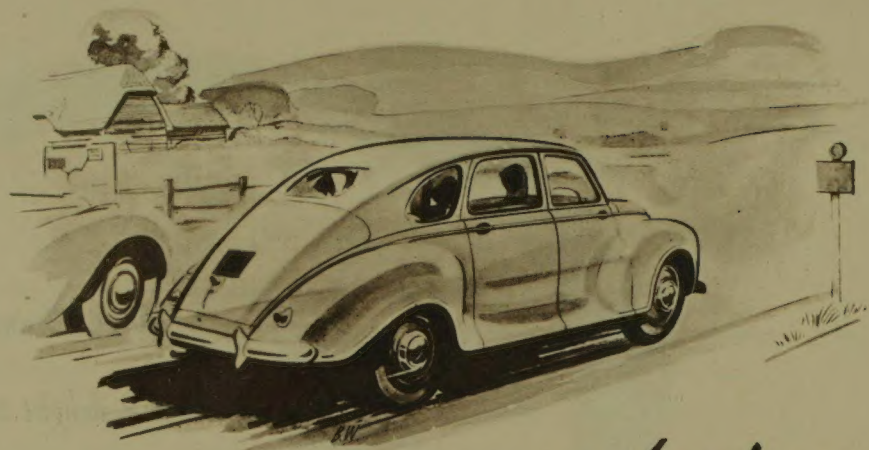


Look for the flutes

Through all the changes of car fashion one symbol has endured—the famous bonnet flutes which have distinguished Vauxhall cars since the earliest days of motoring. To Vauxhall owners the magic flutes have become a hall mark . . . of performance with an extra turn of speed . . . of supreme comfort in riding and driving . . . of economy in first cost and running costs . . . of nation-wide Square Deal Service. Today the flutes grace two outstanding Vauxhalls—the 2¼ litre 6-cyl. Velox (£450 plus £125 15s. p.t.) and the 1½ litre 4-cyl. Wyvern (£395 plus £110 9s. 5d. p.t.). See them at the Motor Show: Stand No. 161

... Vauxhall

VAUXHALL MOTORS LIMITED LUTON BEDFORDSHIRE



gay deceiver

You've heard incredible stories about this car — stories of International race triumphs; unbelievably high average speeds. And frankly you're doubtful.

Now as you inspect her close up, you still think it can't be. She looks so comfortable, even sedate . . . so harmless somehow. Can that neat, tapering bonnet house such formidable power?

Then you settle down in the deep driving seat and touch the controls . . . and after a while you know this Javelin's been smiling at you all the time because those cars ahead seem almost stationary; and as you glide silently up behind, you realize you're travelling fast—very fast. And you brake . . .

Quickly the needle slips back to 40—yes, you were up in the 70's and the whole car was smooth and steady. You didn't even notice. The torsion bar suspension holds you gently to the corners, the road seems velvet smooth, the short neat bonnet lets you see and relax at the same time and the precision steering is just that. It's all so easy in this Javelin.

Now you know it. This car so disarmingly innocent—so spacious—has all the speed of victory in her veins.

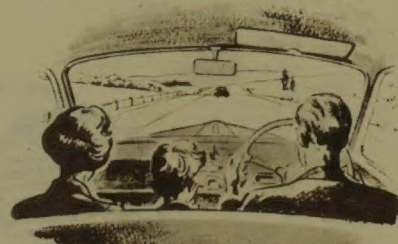
This car is a waste of money if you don't care what a car does. There's such a lot built into it that doesn't really show until you have it in your hands. Once tried, you'll say 'I'd rather go by Javelin!'

Top speed, electrically timed. 78 m.p.h. Acceleration 0-60 m.p.h. in 22.2 secs. — (*The Motor Road Test.*) Horizontally opposed flat-four 50 B.H.P. engine.

Javelin Saloon: £595
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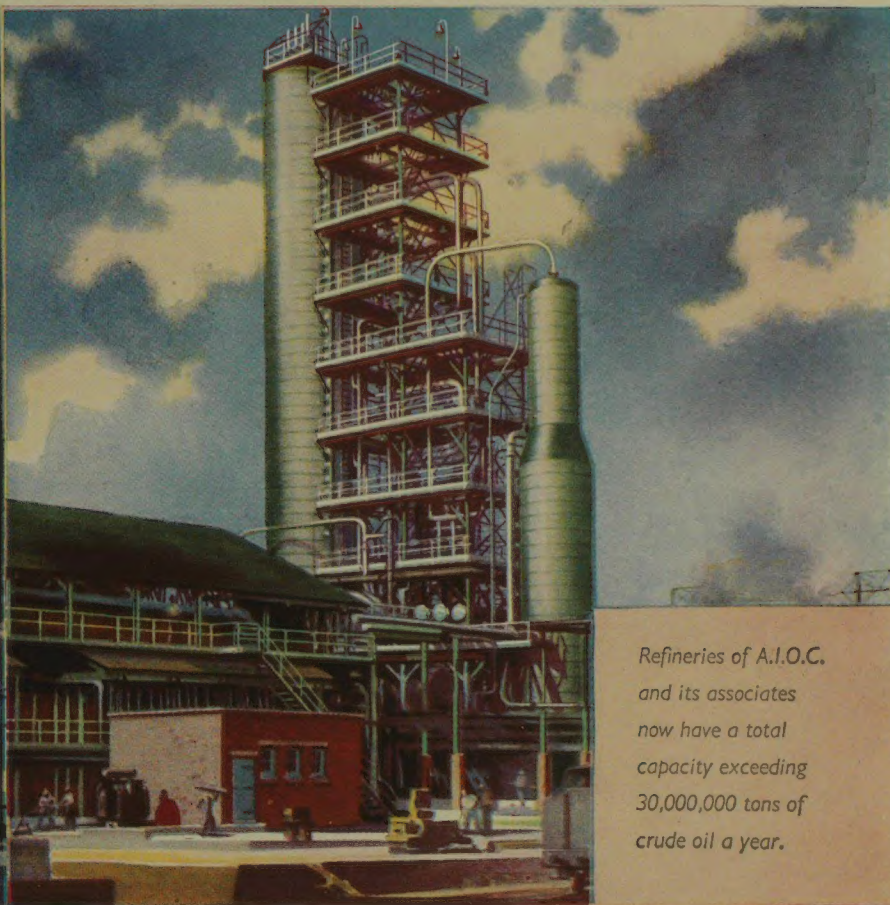
1½ LITRE

JAVELIN

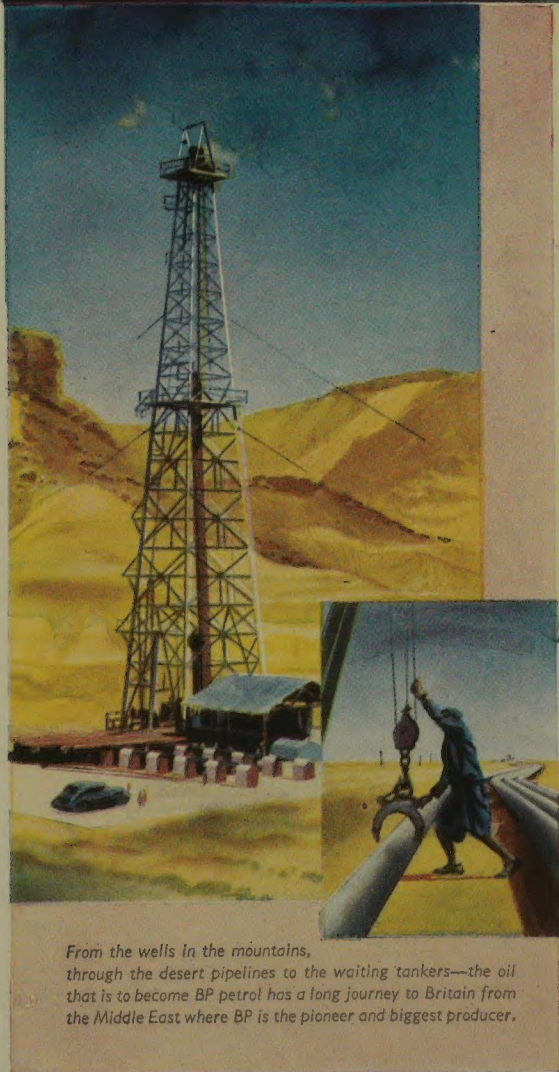
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Night and Day...



Refineries of A.I.O.C. and its associates now have a total capacity exceeding 30,000,000 tons of crude oil a year.



From the wells in the mountains, through the desert pipelines to the waiting tankers—the oil that is to become BP petrol has a long journey to Britain from the Middle East where BP is the pioneer and biggest producer.

bigger and better refining plant

hastens the hour when once again

the motorist can fill up with B P

You are looking at a newly-installed crude oil distillation plant at the BP refinery in South Wales, where every hour of the day and night crude oil is being converted into a wide range of petroleum products. Constructing and erecting these complicated columns of pipes and cylinders made a full-time job for 1500 work-people in 1949.

TALL STORY!

The steel column of this most modern unit is over 150 feet high; it had to be lifted all in one piece into its position on the plant—quite an operation! But it's all in the night-and-day's work on this vast BP expansion project, which has already stepped up its refining capacity by over 2,000,000 tons per annum since the new plant was put into commission.



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When brands return this will guarantee the quality of BP petrol.

HUMBER

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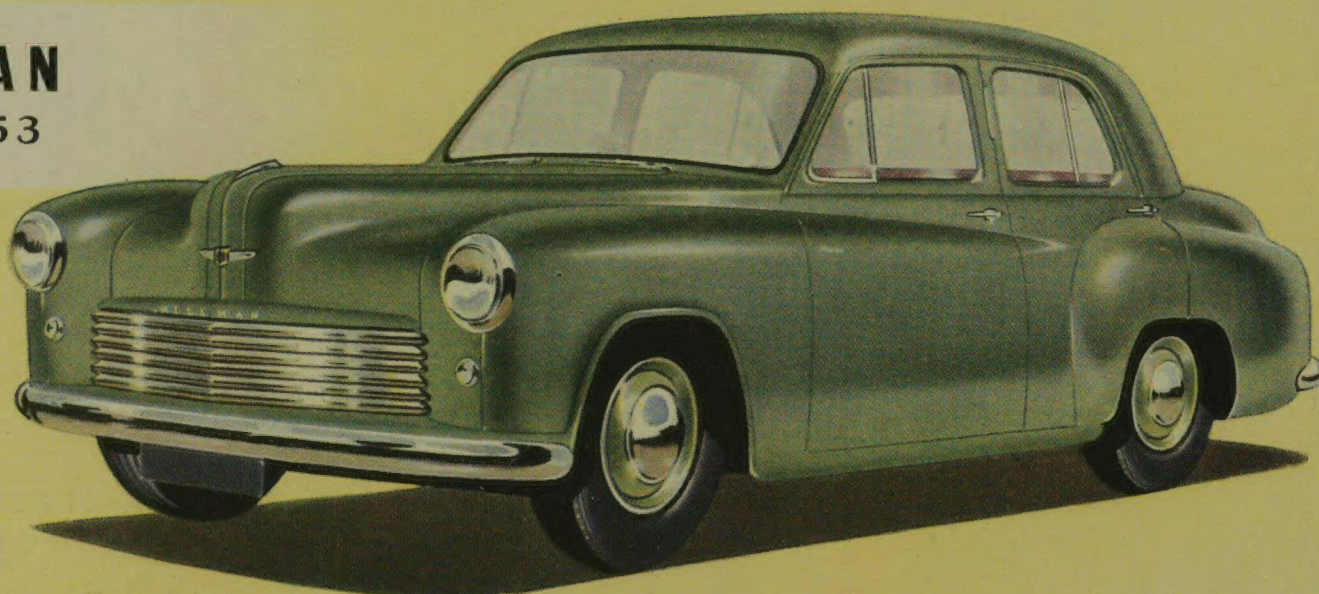


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HILLMAN

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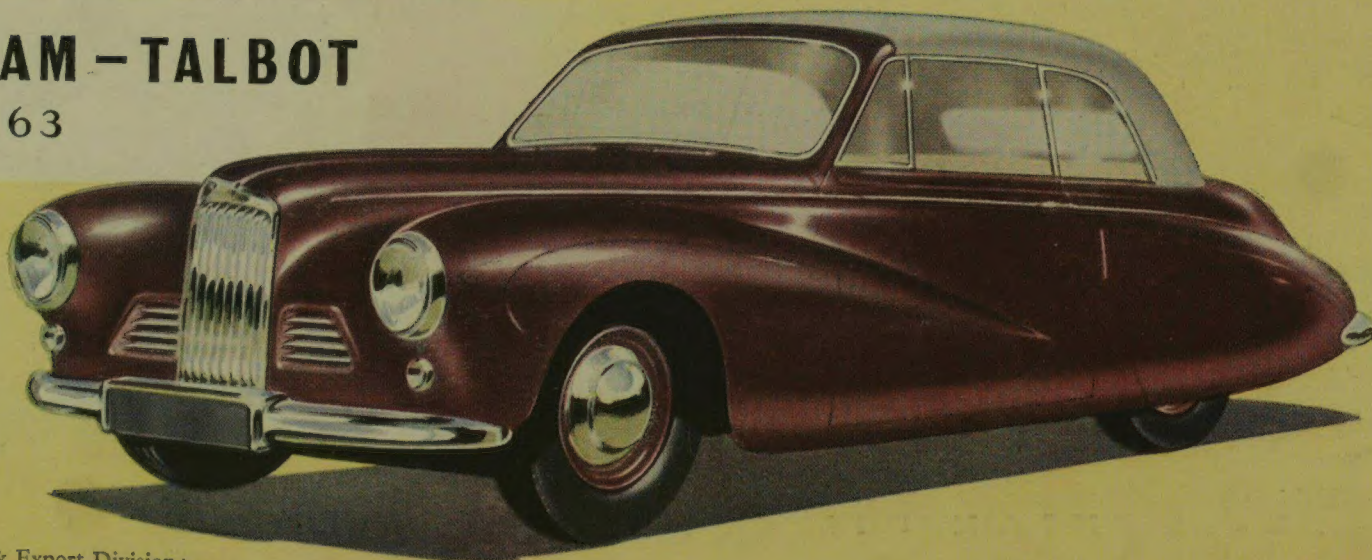


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SATURDAY, OCTOBER 21, 1950.



COPENHAGEN'S GREAT WELCOME TO MR. CHURCHILL : A VIEW OF THE TOWN HALL SQUARE, PACKED TO CAPACITY WITH SOME 100,000 PEOPLE WHO HEARD HIM SPEAK FROM THE BALCONY.

Copenhagen has never before extended such a welcome to any visitor as that given to Mr. Churchill, on October 9th. when he arrived with Mrs. Churchill, for his first visit to Denmark, originally planned for May, but unavoidably postponed, Copenhagen was beset at innumerable points,

and all shops were closed so that every citizen might pay his tribute to the great wartime leader. The Town Hall Square was packed to capacity by some 100,000 people, who, after a dramatic exchange of V signs with Mr. Churchill, heard him speak from the floodlit balcony of the Town Hall.



By ARTHUR BRYANT.

The sudden change of fortune in Korea in the last week of September was as unexpected as welcome. One of its more relieving features was the way in which it confounded the predictions of the gloomier critics. When the news of the landing at Inchon arrived I had just finished reading an article by an American columnist proving that, in the face of even unaided North Korean strength, it would require more divisions to break out of the beach-head than the United Nations could expect to put into the field for two years. What such unimaginative interpreters of events had overlooked was the effect of sea power on a campaign fought in a territory almost surrounded by sea. To attempt to overrun a peninsula against even a modest military resistance without command of the sea is one of the most difficult operations in war. The Germans accomplished it in Greece in 1941 because our command of the sea in Aegean waters was neutralised, and more than neutralised by German control of the air, which to-day is an essential part of command of the sea. But in Korea the defenders, heavily outnumbered though they were on land, commanded both the sea and the air. They thus enjoyed a geographical initiative denied to their

By doing so he forced King Joseph and Marshal Jourdan to fall back three hundred miles with scarcely a shot, and then, cutting the main road to France behind them, fell upon and utterly routed them with the loss of their entire artillery and baggage at Vittoria. Even the French commander's baton fell into his hands. And all this within a few weeks of his crossing the Portuguese frontier into Spain! Such, in the hands of genius, are the uses of sea-power.

The art of war, reduced to its essentials, is the art of making the enemy dance to your tune instead of dancing to his. This is called seizing the initiative. It sounds easy enough; in fact, when the enemy possesses superior force or already enjoys the initiative—the two usually go together—it is extraordinarily difficult. Rich, peace-loving democracies that refuse to be at the expense of being ready for war in time of peace, like Great Britain and the United States, never possess the initiative at the outset of their wars; to win them they have first to wrest it from their enemies—a slow and invariably a very costly business, both in life and money. Yet Great Britain, in the past, and the

United States, in the present, have always found it possible to do so, not merely because of their strong national will-power, tenacity and resources, but because of their possession of sea-power. In wars fought against naval powers this possession has never been complete until the enemy's naval strength has been shattered, as Nelson shattered it—"it is annihilation the country needs," he said—at Trafalgar twelve years after the war against Revolutionary France began, or as the United Nations broke the might of the U-Boat and the Luftwaffe in 1943 and 1944. In wars like the Boer War or the present campaign in Korea, where the enemy who, by virtue of swift aggressive action and superior force, at first enjoys the initiative on land yet lacks all means of contesting command of the sea, this preliminary stage of annihilating his naval strength is not necessary. The effect of absolute sea-power begins to operate against the holder of the military initiative from the start. This is the distinguishing feature of all "colonial" wars. But the effect of sea-power is never instantaneous. The speed with which it transfers the initiative to the initially attacked depends on three factors: the courage with which the latter's outnumbered and surprised land



MR. CHURCHILL AN HONORARY DOCTOR OF PHILOSOPHY AND ARTS OF COPENHAGEN UNIVERSITY. HE IS EXAMINING THE DOCTOR'S RING PLACED ON HIS FINGER BY THE PRO-RECTOR, PROFESSOR CARSTEN HÖEG, WHO IS FACING HIM.



IN THE GARDENS OF FREDENSBORG CASTLE: THE QUEEN OF DENMARK, MR. CHURCHILL, ON WHOM THE KING OF DENMARK (STANDING NEXT HIM) CONFERRED THE ORDER OF THE ELEPHANT, QUEEN ALEXANDRINE AND MRS. CHURCHILL.

opponents that offset all the latter's initial advantage. Within three months of the aggressor's sudden and treacherous attack, and within only a few weeks of a land break-through that threatened to throw the Americans into the sea, the tables were completely turned.

I can think, however, of few instances in military history where the positive, as opposed to the purely passive, consequences of sea-power have been so quickly realised. General MacArthur, while fighting an apparently hopeless delaying action, used sea-power not merely to halt a more powerful enemy but to surround and expel him from the land he had overrun. There has been no exercise of sea-power so imaginative and daring since Wellington—Neptune's general if ever there was one—employed it to expel a French Army two or three times as numerous as his own from the Iberian peninsula. In 1813, though this great campaign's lessons were later, unhappily, overshadowed by the purely land triumph of that unscientific but heroic battle, Waterloo, the Iron Duke—then still a very elastic Marquis—used his country's absolute control of the Bay of Biscay to place himself between the French conquerors of Spain and their communications. It was a feat more difficult and far more spectacular than his more famous achievement of two years earlier, when from the sea-and-estuary-enflanked lines of Torres Vedras he had halted Massena and held the Lisbon peninsula. On this occasion he used the consequences of sea-power so skilfully that his opponents never realised until it was too late what he was doing and scarcely realised it then. Shifting, with the utmost secrecy, his base from Lisbon in the Atlantic behind him to Santander—captured by British cruisers and Spanish guerillas—two hundred miles ahead of him on the Bay of Biscay and in rear of the French right flank, he raced round the latter, placing himself between that flank and the North Spanish coast and so advancing away from his old communications and towards his new ones.

*In our issue of September 9
we craved the indulgence of
our readers for any omissions
rendered necessary by the
regrettable dispute between
the L. M. P. A and the L. S. C.
This dispute is now intensified
we have every intention of
keeping our flag flying
as long as it is humanly
possible but it will be at
the sacrifice of our reading
matter. We hope you will
be patient. Bruce L. Ingram
Editor*

forces hold the sea bases from which they must later take the offensive, the geographical proximity of the sea to the theatre of war and the imagination and ingenuity with which the naval power's military commanders seize the advantages which mastery of the sea offers them. The first is a *sine qua non*: happily for ourselves, courage and tenacity in adversity have always been a distinguishing feature of the British soldier, and particularly—the fruit of our great regimental tradition and system—of the British infantryman. The second depends wholly on geography; in a vast peninsula like South Africa, as broad as it is long, where the hinterland is an immense distance from salt water, the effect of sea-power is necessarily long delayed; this was our experience during the Boer War, once the initial invasion of the Cape and Natal had been repelled. Imagination in our military commanders has not always been a notable feature in our campaigns. But where a General of what one might describe as poetic intuition is in command—a Wellington or a MacArthur—the control of the sea can be used again and again to deprive the enemy of all initiative. This, in the hands of Winston Churchill, Field Marshal Alanbrooke and General Marshall, was the trump card that paralysed the Axis from the day of Alamein to the surrender of Japan. It forced both Hitler and the Tokyo war-lords, for all the immense military strength they still wielded, to spend all their effort vainly in resisting first one attack and then another. Nor, such is the capacity for surprise and mobility given by sea-power, could they ever tell from whence the next attack was coming. The Soviet contention—and apparent belief—that it was the might of the Russian armies that defeated the Axis, is, for all their magnificent war effort and achievement, a political myth. And in the Korean campaign, though it has been fought only on a very minor stage and scale, the men of the Kremlin, not for the first time, have proved the victims of their own propaganda.

MR. CHURCHILL'S VISIT TO DENMARK : TRIBUTES TO WARTIME RESISTANCE.



Driven by the leaders of *Holger Danske*, a wartime Danish resistance organisation : Mr. Churchill, giving the "V" sign, and Mrs. Churchill.



Wearing the Freedom Movement's armlet used by members of the resistance after the liberation : Mr. Churchill and the Mayor of Copenhagen.



One of the striking decorations in Copenhagen in honour of Mr. Churchill's visit : an over life size representation of him on a building.

The admiration which Denmark feels for Mr. Churchill is matched by his appreciation of the courage of the country's wartime resistance. On his flight to Copenhagen on October 9th. he was accompanied—by his special request—by Hr. Ebbe Munck, a resistance leader now Information Officer at the Danish Embassy—and he was driven through Copenhagen by the



With Fru Fiil, whose husband, sons and son-in-law were executed by the Germans for resistance activity : Mr. and Mrs. Churchill in Copenhagen. head of *Holger Danske* a wartime sabotage organisation. At the Town Hall he accepted from Hr. Frode Jacobsen, a member of the Freedom Council, one of the Freedom Movement's armlets, and Fru Fiil, whose sons, husband and son-in-law were executed by the Germans, presented a bouquet to Mrs. Churchill.



I was in Brighton recently and spent two days collecting impressions of personalities and policies at the Trade Union Congress—not a subject, I think, for this page. In between sessions I wandered about, renewed an old acquaintance with Regency architecture in the less flamboyant atmosphere of Hove, marvelled once more at the agreeable extravagancies of the Pavilion, laughed at the late Rex Whistler's wit in the picture "The Prince Regent Awakening the Spirit of Brighton" wherein the chubby George, dressed becomingly in the Garter ribbon and nothing else, bends over a sleeping nymph, and later, on the front, found a very nice little man who for the sum of 3d. allowed me to look through a large telescope at Jupiter four hundred and eighty million miles away, and well worth the money. Then, just before catching my train, I spent an hour in the Art Gallery where there is, among other things, the collection of mainly Staffordshire pottery formed many years ago by the late Henry Willett. This collection was based upon the theory that it is possible to trace the history of England in its homely pottery,—the figures and groups which once upon a time were to be found on cottage mantelpieces, bought for a shilling or two at country fairs. It was a famous collection in its day; the Victoria and Albert Museum sponsored its exhibition at Bethnal Green as long ago as 1899, and

A PAGE FOR COLLECTORS. THE HISTORY OF ENGLAND IN POTTERY

By FRANK DAVIS.

them, and he looks as if someone had just told him the composition of the Iron and Steel Corporation. His main characteristics are indicated in a very summary manner—note the blob and the two curves for the eye—and only a genuinely simple soul could have made him. But there are one or two exceptions to this humble approach to the job in hand and the most notable of them is the white-glazed bust of Caroline of Brunswick (Fig. 2), who had the misfortune to be the official wife of George IV; no doubt she was a tiresome fool, but a less exalted



"SURELY THE WORK OF AN EXCEPTIONALLY GIFTED MODELLER"; A WHITE GLAZED POTTERY BUST OF CAROLINE OF BRUNSWICK, WIFE OF GEORGE IV., c. 1800.

marriage might have made something of her. This bust strikes one immediately as a faithful and forceful portrait and was surely the work of an exceptionally gifted modeller. It would be interesting to hear whether anyone has a theory as to its authorship, or its country of origin; it is uncompromising, far from flattering, direct and lively, and much in advance of the conventional insipidity with which the portraits of eminent persons were normally treated. No, not a thing of beauty in the ordinary sense of the word—neither was the lady—but none the less, something of which anyone might be proud. It is so unusual that visitors are inclined to see in it more than a trace of caricature, but this seems to me wholly mistaken—here is a very homely, lively, foolish, bucolic woman from the Brunswick plains, and her sisters are there in thousands today. Compare this



AN EARTHENWARE TEAPOT AND COVER c. 1780, INSCRIBED "O DEATH WHERE IS THY STING?" AND, ON THE REVERSE, "THE STING OF SIN IS DEATH."

with the Bull-baiting group of Fig. 3—no less vigorous but as rustic as its subject; there's no easy mastery here, but a groping after something which just escapes its author, and that—one cannot over-emphasize the point—is what constitutes the particular charm of these figures and groups unless you are so wedded to the sophisticated fairy-tale delicacy of the great porcelain factories of Europe that you can perceive no virtue whatever in these humble poor relations in earthenware. Of all the blood-sports which delighted our forebears I place bull-baiting a close second to bear-baiting—the latter seems to me two or three degrees more reprehensible for some obscure sentimental reason—and I bracket badger-baiting top with it. Therefore many nice people will recoil with horror from this group and the evident gusto with which the clod of a farmer is cheering on his dog, Cattin: the more horrified you are the greater the compliment you pay the potter—he has made the brutal business come to life, the strength of the bull, the courage of the dogs; shut your eyes, and you can hear the hoarse cries of the spectators. The age of elegance had its failings.

After this exhibition of one of the favourite pastimes of the period—the date, by the way, of the Caroline bust is about 1800 and of this Bull-baiting group 1820—a pot of tea is indicated. Fig. 4 is as good as any of its kind; a fine straightforward, sensible design of about 1780, with a broadly painted foliage pattern nicely adjusted to the white ground. Pious texts were much in favour in certain quarters. One, for example, is inscribed "Christ is all and all," another "Let your conversation be upon the Gospel of Christ." In addition to the text visible in the illustration, this teapot bears the inscription on the other side: "The sting of sin is Death". While I have no quarrel with texts as such I cannot help



BULL-BAITING: A GROUP IN STAFFORDSHIRE POTTERY, c. 1820, WHICH MAKES THE BRUTAL SPORT COME TO LIFE.

feeling that this particular one is not suitable for an innocent teapot. I should be inclined to look a little askance at my hostess' and wonder whether I was being invited to take a dish of tea with the Borgias. By no means all inscriptions are remarkable for pietistic sentiment. I note these at random. A cream ware jug inscribed:

"Shave for a penny, hair done for twopence
And a glass of Gin into the bargain."

A lustre mug with the proud rhyme formulating a profound truth:

"What handicraft can with our art compare
For Pots are made of what we Potters are."

Another, painted with a man drawing a coal cart:

"Coals by the Bushel, Coals by the Peck;
If you have not a horse and cart.

You may carry them on your Neck."

There is no end to this sort of thing in this vast array, which illustrates both great events and trivial happenings. Perhaps the following is not wholly out of place amid our present perils. A Butter Dish and Cover made at Newcastle in 1856—the time of the Crimean War—decorated with an English soldier greeting a French soldier and the motto "May they ever be united"—and so say all of us!



A STAFFORDSHIRE POTTERY HORSE—"BY OBSERVATION OUT OF NURSERY GOVERNESS," c. 1800.

produced a catalogue for that occasion. This sort of historical approach, without reference to the development of the art of ceramics, is a trifle out of fashion in the modern world, but it is extremely interesting, and Mr. Willett managed to lay his hands upon some remarkably fine pieces in spite of his insistence that he was not really looking for them.

Most of the one thousand seven hundred and fifteen figures, jugs, and dishes—a formidable array—exhibit just those qualities of naivety and forthrightness which the present generation is learning to appreciate afresh and which some highly sophisticated modern artists attempt to infuse into their own work—but if one is adult one cannot imitate peasant naivety—at least that is my opinion; only genuinely primitive minds can see things as a child sees them—grown-ups are more impressive when they behave like grown-ups, which is one reason why Picasso is so often disappointing.

This horse (Fig. 1), for example, born in Staffordshire about the year 1800, by Observation out of Nursery Governess, is a remarkably good horse though he hardly comes up to Jockey Club standards. Whoever modelled him had a keen eye for essentials—horses do stand like this when something surprises

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The new Chamber of the House of Commons, the opening ceremony of which was arranged for October 26. Seen from the floor of the House and looking towards the Speaker's Chair.



The old Chamber of the House of Commons seen from the same viewpoint as the new (above). The floor space is the same in both cases.

THE OLD HOUSE OF COMMONS AND THE NEW—NOW COMPLETED AND TO BE OPENED ON OCTOBER 26.

On the night of 10th. May, 1941, the Chamber of the House of Commons was entirely burnt out as a result of what appeared to be a deliberate attack by enemy aircraft on the Houses of Parliament. Since then the Commons have met in, successively, Church House, the Hall of Convocation and the Chamber of the House of Lords. The Scheme for the new Cham-

ber (architect, Sir Giles Gilbert Scott ; engineer, Dr. Oscar Faber) was approved in January 1945 ; and the building is now completed. October 26th. has been fixed for the opening ceremony, when the representatives of 28 overseas Legislatures of the Commonwealth and Empire are to attend and subsequently present a loyal address to the King.



The "No" lobby of the new House of Commons. The panelling masks heating, lighting and air conditioning installations.



The Churchill Arch, made from material salvaged from the blitzed Chamber and commemorating the great war leader.



The fireplace in the "No" lobby, one of three salvaged from the old House. The Latin inscription reads "God save our King, George"



The Speaker's Chair — the gift of Australia — in the new Chamber. Canada gave the table. Above the chair can be seen the Press Gallery.

THE CHURCHILL ARCH ; AND OLD AND OVERSEAS ASSOCIATIONS IN THE NEW HOUSE OF COMMONS.

In our issue of December 31st. last year, we published a number of photographs of progress in the building of the new House of Commons. We show here some interesting details of the completed Chamber and its immediate precincts on the eve of the opening of the new Chamber (October 26th.) Three of them show features most closely associated with the

greatest Parliamentarian and statesman of our day, Mr. Winston Churchill. It was he who suggested that three fireplaces should be salvaged from the old House and one of these now stands in the "No" lobby, but the Latin inscription now refers to King George and not to Queen Victoria. The Churchill Arch leads to the Chamber and is built of blitzed material.



THE PROUD SYMBOL OF DEMOCRACY THROUGHOUT THE WORLD : THE CHAMBER OF THE HOUSE OF COMMONS, REBUILT.

This photograph, taken from one of the row of arches behind the Strangers' Gallery, gives a comprehensive view of the new Chamber of the House of Commons. It shows the lightened and simplified Gothic design of Sir Giles Gilbert Scott and it also shows how the enlarging of the upper part has

given both greater light and greater gallery space. Although the Chamber will seat only 437 members, as before, the remaining accommodation has been increased and will now seat 165 special strangers ; 161 ordinary strangers ; 168 reporters and 15 officials.



STRANDED FOR FOUR DAYS: SOUTH KOREAN "COMMANDOS."



AN HEROIC FOUR-DAY DIVERSIONARY LANDING OPERATION BY SOUTH KOREAN "GUERRILLA TROOPS": THE LANDING CRAFT THAT RAN AGROUND AND LEFT THE TROOPS STRANDED. U.S. NAVAL BOMBARDMENT OF ENEMY TROOPS AND GUN POSITIONS SAVED THE SOUTH KOREAN TROOPS FROM ANNIHILATION.



SEEKING COVER ON THEIR BEACHED LANDING CRAFT: SOUTH KOREAN FORCES WHO WERE STRANDED NORTH OF POHANG FOR FOUR DAYS AFTER THEIR MID-SEPTEMBER DIVERSIONARY LANDING. THE MEN WERE SUBSEQUENTLY TOWED OUT ON RAFTS TO A RESCUE LANDING CRAFT.

CROSSING THE 38th PARALLEL : U.N. FORCES TAKE THE OFFENSIVE.



The first American troops cross the 38th. Parallel, with some South Koreans, on Oct. 7th.



Lorried South Korean troops "crossing the 38th. parallel, courtesy 3rd. Republic of Korea Div. . ."



A long line of North Korean prisoners being marched to the rear under American guard, not far from Seoul. The number of these prisoners already constitutes a problem.



South Koreans moving into North Korean territory, in their rapid advance up the east coast



Australian troops marching from a U.S. transport plane at Kimpo airport.

Within a week of the first crossing of the 38th Parallel by U.S. troops on Oct. 7, United Nations troops were converging on the North Korean capital, Pyongyang. On Oct. 13, U.S. 1st Cavalry and British and Australian

troops captured the important centre of Kumchon and trapped a large number of Communist troops; and by Oct. 15 columns were approaching Pyongyang from the south, south-east and east,



CROWNING GLORY OF NORFOLK : NORWICH CATHEDRAL FOR WHICH A £20,000 APPEAL FOR REPAIRS HAS BEEN LAUNCHED.

Norwich Cathedral which dates back for more than 800 years is one of the smaller cathedrals of England although its spire is second only in height to that of Salisbury Cathedral. An appeal for £20,000 for repairs was recently

launched, the sum needed to make good the ravages of time and decay. The Pilgrim Trust, with a grant of £1,000, have dispelled anxiety for the spire, which is now being repaired.



Whither French forces have recently withdrawn : foothills in Indo-China.



The upper reaches of the Red River Delta in Tongking : now in danger.



Where the Red River emerges from the mountains : the scene of reverses.



Tongking-China border country, recently evacuated by the French.



Near Langson and not far from That Khe, scene of a heavy French defeat

ON INDO-CHINA'S NORTHERN FRONTIER : SCENES OF RECENT SEVERE FRENCH REVERSES AGAINST THE COMMUNISTS IN TONGKING

Following on the French decision to withdraw their troops from the frontier between Indo-China and China, most of the 3500 French troops covering this withdrawal were overwhelmed, it was reported, by Communist



A control post on the Tongking frontier. Such posts are now untenable.

Viet-Minh forces numbering about 20,000, near That Khe. Present French policy appears to be to concentrate on defending the rich rice-producing delta of the Red River. General Juin has been sent to report on the situation.

THE FRENCH STRUGGLE WITH COMMUNISM: SCENES IN INDO-CHINA.



UNDER FIRE IN THE TONGKING AREA: FRENCH TROOPS ENGAGED IN A RUNNING FIGHT WITH COMMUNIST VIETMINH FORCES IN INDO-CHINA.



REVIEWING FRENCH TROOPS MANNING AN OUTPOST NEAR THE CHINESE BORDER: M. LEON PIGNON (LEFT), HIGH COMMISSIONER FOR INDO-CHINA.



BEHIND THE LINES IN INDO-CHINA: FRENCH MOROCCAN TROOPS CELEBRATING A FEAST-DAY; SHOWING A MOROCCAN WOMAN ON LEFT.

PICTORIAL NEWS FROM AT HOME AND ABROAD : EVENTS AND PEOPLE.



The Freedom Bell receives a send-off from New York ; the ceremony which preceded its loading for its voyage to Germany.



The last voyage of *Endeavour II* ; Mr. T. O. M. Sopwith's America's Cup challenger of 1937 on tow from Gosport to Bursledon to become a houseboat.



The Rev. Hugh Cuthbertson, founder of the British National Tobacco Association hanging tobacco leaves for curing.



Mr. George Bernard Shaw's recovery from his accident. He fractured his thigh on Sept. 11th., returned home on Oct. 6th. and went out on Oct. 12th.



The exponent of the "Cardigan Cancer Treatment", a herbal remedy now to be the subject of an inquiry: Mr. D. Rees Evans.



The State Visit of the Sultan of Morocco to President Auriol ; Sidi Mohammed Ben Youssef, with General Juin on October 10th.



With *Colonist II*, his Lowther Stakes winner ; Mr. Churchill, who flew from Copenhagen to Newmarket, via Northolt, and thence to Blackpool.



MR. GEORGE BERNARD SHAW'S FIRST OUTING : THE 94 YEAR OLD AUTHOR IN HIS GARDEN.

Mr. George Bernard Shaw, who at the age of 94 is doyen of British literature, has made a remarkable recovery from his accident. As recorded

on our facing page he has now returned from hospital to his house at Ayot St. Lawrence, and is able to enjoy the autumn sunshine.



"On the threshold of victory": a general view of the Conservative Party Conference which was held at Blackpool from October 12 to 14. Mr. Churchill addressed a mass meeting which followed the closing of the Conference.



The completion of the largest dome in the world: the Dome of Discovery building on the Festival of Britain site on South Bank, London, where recently the last aluminium sheet on the roof was riveted in position.

LOOKING AHEAD: THE CONSERVATIVE PARTY CONFERENCE; AND THE COMPLETION OF THE DOME OF DISCOVERY.

THE FIRST ROYAL VICTORY IN THE CESAREWITCH : "ABOVE BOARD'S" EASY TRIUMPH.



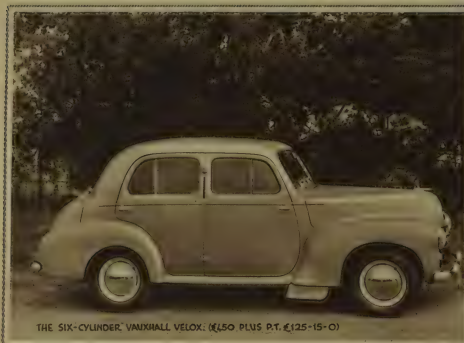
The King's filly wins : *Above Board* finishing by six lengths in the largest field to run in the Cesarewitch for the first Royal victory in this race.



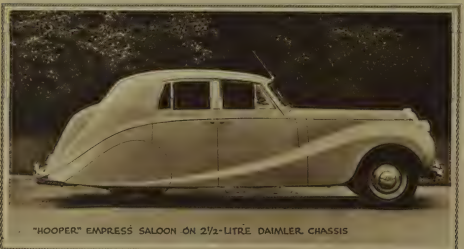
The first Royal winner of the Cesarewitch : the King's three-year-old filly *Above Board*, with her jockey, E. Smith.

On October 11th., the King's filly *Above Board*, won the Cesarewitch at Newmarket from a record field of 38 runners and so registered the first victory for the Royal colours in this classic race. *Above Board*, which was ridden by E. Smith and trained by C. Boyd-Rochfort, start-

ed at 18-1. She took the lead at Bushes Hill and finished fresh and unchallenged, leading by six lengths from *French Squadron* with *Harlech* third and *Capital Issue* a close fourth. *Above Board* was bred at Sandringham and is half-sister to *Hypericum* and *Kingstone*.



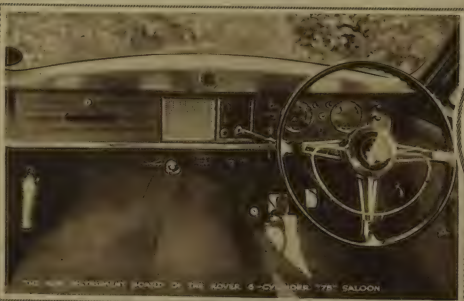
THE SIX-CYLINDER VAUXHALL VELOX. (£150 PLUS P.T. £125-15-0)



"HOOPER" EMPRESS SALOON ON 2½-LITRE DAIMLER CHASSIS



THE SUNBEAM TALBOT "00" SPORTS SALOON. (£775 PLUS P.T. £216-0-7)



THE NEW INSTRUMENT BOARD OF THE ROVER 8-CYLINDER "78" SALOON

THE 35TH INTERNATIONAL MOTOR THE IMPORTANT DOLLAR-EARNING



THE CITROËN 6-CYLINDER SALOON. (£885 PLUS £216-11-6)



THE BRISTOL 2-LITRE, TYPE 401. (£1925 PLUS P.T. £535-9-5)



THE ROVER 8-CYLINDER "78" SALOON. (£1,995 PLUS P.T. £535-9-5)



THE ROVER 8-CYLINDER "78" SALOON. (£1,995 PLUS P.T. £535-9-5)

EXHIBITION OPENS AT EARLS COURT: BRITISH CAR INDUSTRY ON SHOW.



THE RILEY 2½-LITRE SALOON. (£458 PLUS P.T. £125-15-0)



THE MG MIDGET WITH INDEPENDENT FRONT SUSPENSION. (£445 PLUS P.T. £125-15-0)



THE DAIMLER 25-1955 SPECIAL ROADSTER DROPHHEAD COUPÉ. (£1,450 PLUS P.T. £125-15-0)



THE SINGER 5M 1500 SALOON WITH RE-STYLED INTERIOR. (£625 PLUS P.T. £175-7-5)



THE MG MIDGET WITH INDEPENDENT FRONT SUSPENSION. (£445 PLUS P.T. £125-15-0)



THE AUSTIN MARCHION 2.8 SALOON. (£1,450 PLUS P.T. £125-15-0)

The 35th International Motor Exhibition which H.R.H. Princess Margaret arranged to open at Earls Court on October 18 is, for ten days, a major attraction for thousands

of visitors from all parts of the United Kingdom and abroad. Last year the average daily figure for the general public was 35,000; all anxious to see the latest and best

in British cars and other products of the industry—motor-boats, caravans and light trailers, small sailing craft, marine engines, and the supporting exhibits of accessories

and components, tyres, and transport service equipment. On these and the two following pages we illustrate some of the 400 models on show which include the Hooper (Continued overleaf)

THE "SHOP-WINDOW" OF THE CAR INDUSTRY: SOME INTERESTING MODELS AT THE 35TH INTERNATIONAL MOTOR EXHIBITION.



THE JOWETT JAVELIN SALOON DE LUXE WITH "FLAT FOUR" ENGINE. (£695 PLUS P.T. £193-16-1)



THE AUSTIN A50 SPORTS SALOON. (£695 PLUS P.T. £193-16-1)



THE 3½-LITRE MARK V JAGUAR DROPHEAD COUPÉ (£988 PLUS P.T. £275-3-11)



THE FORD 4-CYLINDER "CONSUL"



THE NEW TRIUMPH ROADSTER. (£975 PLUS P.T. £271-11-8)



THE 6-CYLINDER WOLSELEY "SIX-EIGHTY" SALOON. (£600 PLUS P.T. £107-8-6)



THE 4-CYLINDER TRIUMPH MAYFLOWER DROPHEAD COUPÉ (£440 PLUS P.T. £142-5-0)



THE NEW 14 H.P. LANCHESTER SALOON. (£895 PLUS P.T. £249-7-3)



THE 16 H.P. STANDARD VANGUARD SALOON (IN LEATHERS, UPHOLSTERY) (£517-10-0 PLUS P.T. £110-4-4)

Continued.
"Empress" Saloon on the 2½-litre Daimler chassis, one of the fine examples of the coachbuilder's craft exhibited by this firm on Daimler, Rolls Royce and Bentley

chassis, and the Sunbeam Talbot "90" Sports Saloon, which has a new engine with a capacity of 2267 c.c. The new 14 h.p. Lanchester Saloon, powered by a 4-cylinder

overhead-valve engine, incorporates the famous Daimler fluid transmission with a 4-speed pre-selector gear-box. The Ford Motor Company's first post-war models—the

"Consul" and "Zephyr Six"—are also on view, together with new or improved models produced by famous firms such as Austin, Morris, Standard, Wolseley and many others.

AN AUSTRALIAN LANDMARK; AND NEWS FROM LONDON AND BERLIN.



A Queensland landmark—Brisbane's windmill, which has been also treadmill, signal station, fire look-out and television station.



The scene in Oakley Square, St. Pancras, after scaffolding fell from a house on waiting traffic, killing one man and injuring eight others.



Powered with a Rover T.8 gas-turbine engine: an experimental launch recently demonstrated in the Thames.



Flashing uncensored news through the Iron Curtain: a moving newspaper of electric lights on the border between Western and Eastern Berlin.



The "Displaced Personages" of Berlin's Tiergarten: the thirty-two marble statues of the historic rulers of Prussia from the Sieges-Allee.



"How are the mighty fallen!": some of the rulers of Prussia, dominated, as ever, by Frederick the Great (in his tricorne),

GHOSTS FROM THE PRUSSIAN PAST: STATUES FROM THE TIERGARTEN BEHIND THE WIRE OF A STORAGE DUMP.

One of the most impressive, if somewhat theatrical, features of Berlin's largest park, the Tiergarten, used to be the Sieges-Allee—or Avenue of Victory—a tree-lined vista leading up to the Sieges-Saule (Column of Victory) and flanked with thirty-two marble statues of Prussian rulers. War and successive fuel shortages have robbed the Tiergarten of many

of its trees and now the thirty-two rulers, which, until recently, stood up a little starkly amid the desolation, have been dismounted from their pedestals and carted away, to meditate their ignominy behind the barbed wire of a storage dump pending the Berlin City Council's decision what to do with them.

RESCUED FROM A GLACIER : THE CREW OF A WRECKED AIRLINER.



Making their way to the wrecked aircraft : skiers on their way across the glacier. Mt. Kistufell can be seen in the background.



Trying to take off from the icecap : one of the repeated but unsuccessful attempts by the U.S. airmen.



Standing beside the wreck : Stewardess Ingigerdur Karlsdottir who had an amazing escape from the wrecked aircraft.



Setting up camp at the foot of the glacier : the rescue party which consisted of twenty-three men, nine jeeps and a truck.



Rescued and on their way back to safety : the crew of the Icelandic *Skymaster* airliner which crashed on September 14th.



Rescuers and the rescued : the scene on the icecap during the return journey. The stewardess was pulled on a sledge.

On September 14th. the Icelandic *Skymaster* airliner *Geysir*, on its way from Luxemburg to New York via Reykjavik, Iceland, crashed on top of Europe's largest icecap, the Vatna Jokull glacier. The machine was carrying a crew of six and a cargo of cloth and furs as well as eighteen dogs.

On September 18th. an S.O.S. was received from the missing aircraft and a *Catalina* flying boat located the lost machine. Food, clothing and medicines were immediately dropped and a rescue expedition organised. The party had to cross 170 kilometres of mountains, lava, (Continued opposite)

(Photographs by Edvard Sigurgeirsson, a member of the rescue party)



Upside down and badly damaged ; the wreckage of the Icelandic *Skymaster* airliner from which all the crew escaped alive.



Playing with a big Alsatian that survived the crash ; the stewardess (right) who displayed great courage and endurance throughout.

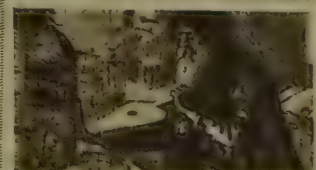
WRECKED ON THE TOP OF EUROPE'S LARGEST ICECAP : AN ICELANDIC SKYMASTER AIRLINER.

(Continued) unbridged rivers and rocks before reaching the edge of the glacier. A U.S. aircraft landed on skis near the wreck but in spite of repeated attempts was unable to take off again. The crew had to spend the night on the glacier with the six members of the crew of the wrecked *Skymaster*. After seven hours journey on the

icecap the rescuers arrived at the wreck and set out on the return journey through the icefields to Akureyri, with the crew of the *Skymaster*, which included the stewardess. The American Army *Dakota* rescue aircraft had to be abandoned and mountaineers returned to the spot to guide the crew northwards to the rescue party's base.



THE WORLD OF SCIENCE.



THE MARBLE GALL : By HAROLD BASTIN.

Of the sixty or so insect-caused galls to be found on the oak in this country none is more familiar than the Marble Gall which results from the activities of the "wasp" known as *Cynips kollari*. Its popular name aptly describes its appearance, since when mature it is round, hard, smooth and about equal in size to the old-fashioned "taws" of baked clay which in the eighteen-nineties a schoolboy could still purchase in the village shop at a penny the score. Its exceptionally widespread recognition is accounted for by the fact that in winter, after the fall of the leaf, its presence among the bare twigs of the hedgerow or spinney can hardly be overlooked. Yet little more than a century ago it was quite unknown as a British species. Apparently it was first observed about 1834 in two nursery gardens near Exeter by a Mr. Jordan; but for some unexplained reason he did not make his discovery known to entomologists until twenty years later; by which time the gall—now known locally as the Devon Gall—had become common all over the West-Country Peninsula and was spreading northward through the western counties of England and into Wales. Its subsequent dispersal was undoubtedly accelerated when in 1858 the late Frederick Smith, then Keeper of the Department of Entomology at the British Museum (Natural History), obtained from Devon a very large number of the galls containing living larvae or pupae and distributed

perhaps the majority—appearing in the autumn, others not until the spring of the following year. They are the largest British gall-wasp, ranging from 4 to 6 mm. in length; and being remarkably sluggish may easily be found, sometimes in considerable numbers, on the twigs of scrub oak in hedges and coppices.

The eggs are inserted singly by means of the insect's elaborate ovipositor into the heart of leaf-buds both terminal and lateral, those on slender and delicate twigs seeming to be preferred, although some on the larger branches are occasionally inoculated. As soon as the egg has been laid growth and development commence, and in a short time a small and inconspicuous swelling is formed; but thereafter (in the case of autumn-laid eggs) very little further increase takes place until the following April or May, and not until June does the gall become really obvious. By this time it will have attained the size and colour of an average pea, although some specimens are spotted and streaked with crimson. During July the outer skin splits into numerous small scales which fall away, leaving the freshly exposed surface a bright apple-green; and by early September, the maximum size having been reached, the colour will have changed to yellowish—or reddish-brown.

Marble Galls are remarkably durable, and frequently remain attached to the twigs for several years, wind, hail and frost alike failing to dislodge them. Although



INSECTS WHOSE ACTIVITIES RESULT IN THE MARBLE GALLS FOUND ON THE OAK IN THIS COUNTRY: TWO SPECIMENS OF *CYNIPS KOLLARI*, THE LARGEST BRITISH GALL-WASP.

them in different localities around London for the purpose of observation. To-day the Marble Gall may be seen almost everywhere throughout the whole of Great Britain where oaks grow, as well as in many parts of Ireland.

Exactly how this interesting gall, long known as a middle European species, came to our Island has never been satisfactorily explained. At the time of its first appearance the manufacture of cloth was a flourishing industry in Exeter, Tiverton and several neighbouring towns, and large quantities of Aleppo- or Ink-Galls (*Cynips tinctoria*) were imported annually at considerable expense for dyeing purposes. With this fact in mind, the suggestion has been made that Marble Galls may have been introduced in the hope of superseding these purchases from the Levant. At this period, too, the production of writing ink in small quantities was still carried on locally, both for private use and for sale, by enthusiastic amateurs, one of whom may conceivably have obtained living Marble Galls from the Continent; or, again, some of these may have come, in the ordinary course of trade, mixed with Aleppo Galls as an adulterant.

Confirmatory evidence in support of these theories is lacking. It is certain, however, that soon after the Marble Gall had become abundant in the West Country suggestions were made for utilizing them for ink-making, partly as a substitute for the relatively costly Aleppo Galls, but still more as a means of checking the spread of the species, which it was thought might prove inimical to the growth of oak trees, and thus reduce the supply of oak timber. Since the galls were seldom formed at a greater height than a few feet, children were to be



A COMMON SIGHT IN HEDGEROWS AND COPPICES: MARBLE GALLS IN MIDWINTER—THEY ARE REMARKABLY DURABLE AND SOMETIMES REMAIN ATTACHED TO THE TWIGS FOR YEARS.

Photographs by Harold Bastin.

employed to gather them; and thus, it was hoped, their early extermination would be accomplished at small expense, if not with some profit. But analysis showed that not more than 17 per cent of tannin was obtainable from Marble Galls, whereas the true Ink Galls (collected from *Quercus pubescens*, and indigenous to the Mediterranean region), if picked just before the contained larvae reach maturity, yield 50 per cent, or more. Moreover, experience proved that apart from the occasional stunting of young oak trees, more especially in nurseries, *Cynips kollari* does no great harm.

Marble Galls mature towards the end of September or early in October, when—if they are carefully bisected with a penknife—the pupa may be seen in the central chamber. But the emergence of the perfect insects is rather erratic, some—



STUDDED WITH MORE OR LESS CONICAL PROTUBERANCES OR PAPILLÆ: ALEPPO, OR INK, GALLS WHICH WERE IMPORTED AND USED IN THE WEST COUNTRY FOR DYEING PURPOSES.

they usually come true to type they sometimes vary considerably in size and shape, while the surface is occasionally studded with more or less conical protuberances, or papillae—a characteristic, this last, which is normal with Aleppo Galls. Many, when gathered in winter and spring, bear numerous small, dark-brown pustules which have pushed their way through the hard outer rind; and these, being brought to the notice of the Authorities at Kew in 1908 were identified as due to the attack of a fungus, *Phoma gallorum*—a species not previously recorded as occurring in Britain. Marble Galls are often pecked open by insectivorous birds, notably titmice, which relish the fat grub or pupa within. They are also attacked in various stages of their development by a number of parasites and inquilines. The former usually bores down with its ovipositor and inserts its egg into the central chamber; and when this hatches the resulting grub preys upon the rightful occupant—the *Cynips* larva. The grubs of the inquilines are merely "fellow-feeders," making chambers of their own in the substance of the gall and availing themselves of some of its sap.

A very odd feature in the life history of *Cynips kollari* is that the perpetuation



SHOWING THE PUPA IN THE CENTRAL CHAMBER: TWO MARBLE GALLS SPLIT OPEN. THE EGGS ARE INSERTED SINGLY BY MEANS OF THE GALL-WASP'S OVIPOSITOR INTO THE HEART OF LEAF-BUDS AND IN A SHORT TIME A SMALL AND INCONSPICUOUS SWELLING IS FORMED.

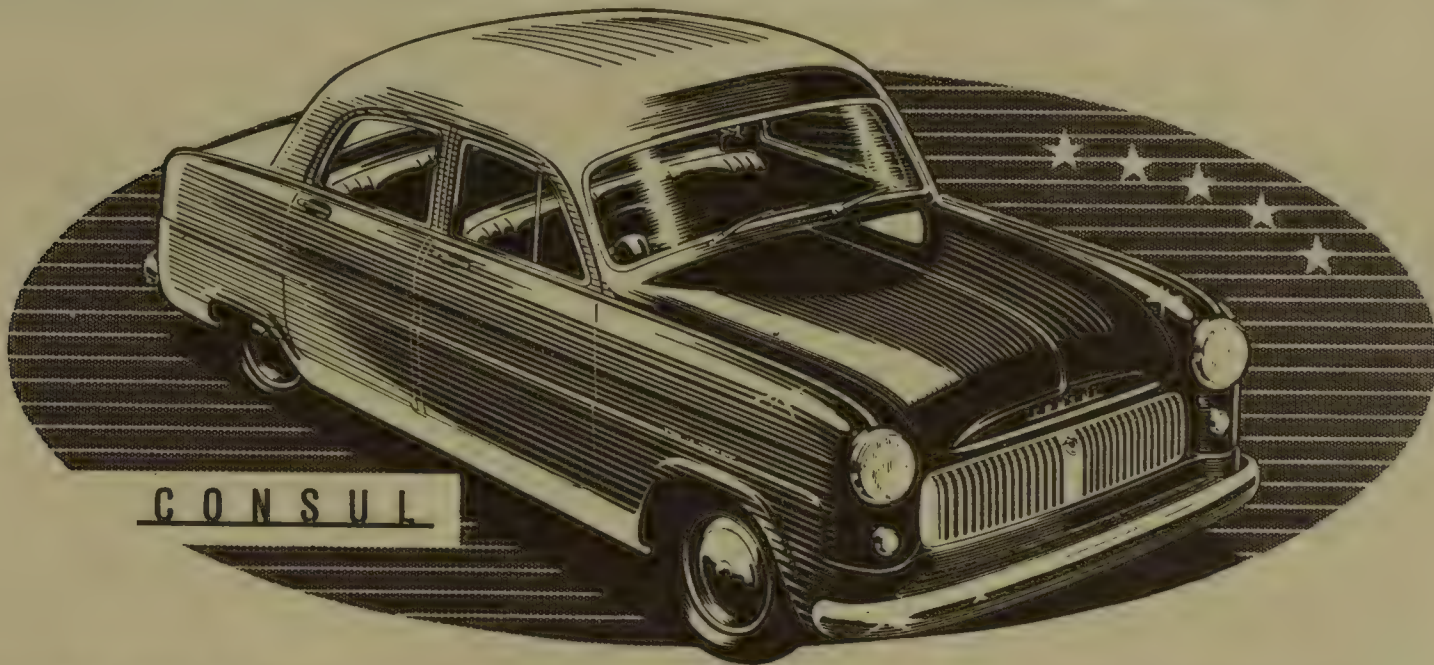
of the species is accomplished solely by so-called "agamic" females capable of parthenogenesis or virgin reproduction. Enthusiastic entomologists in the past have collected many thousands of these galls, and examined carefully each individual insect that emerged from them, always with the result that not a single male was found. How this state of things has come to pass we can only conjecture. Most other gall-wasps are "double-brooded," producing each year a sexual generation in alternation with an agamic one. It seems probable, therefore, that for some reason quite outside our knowledge the sexual generation of the Marble Gall species has become obsolete, leaving the "lone ladies" of the agamic brood to carry on the race. Be this as it may, the fact remains that no male has ever been seen.

FORD again makes History

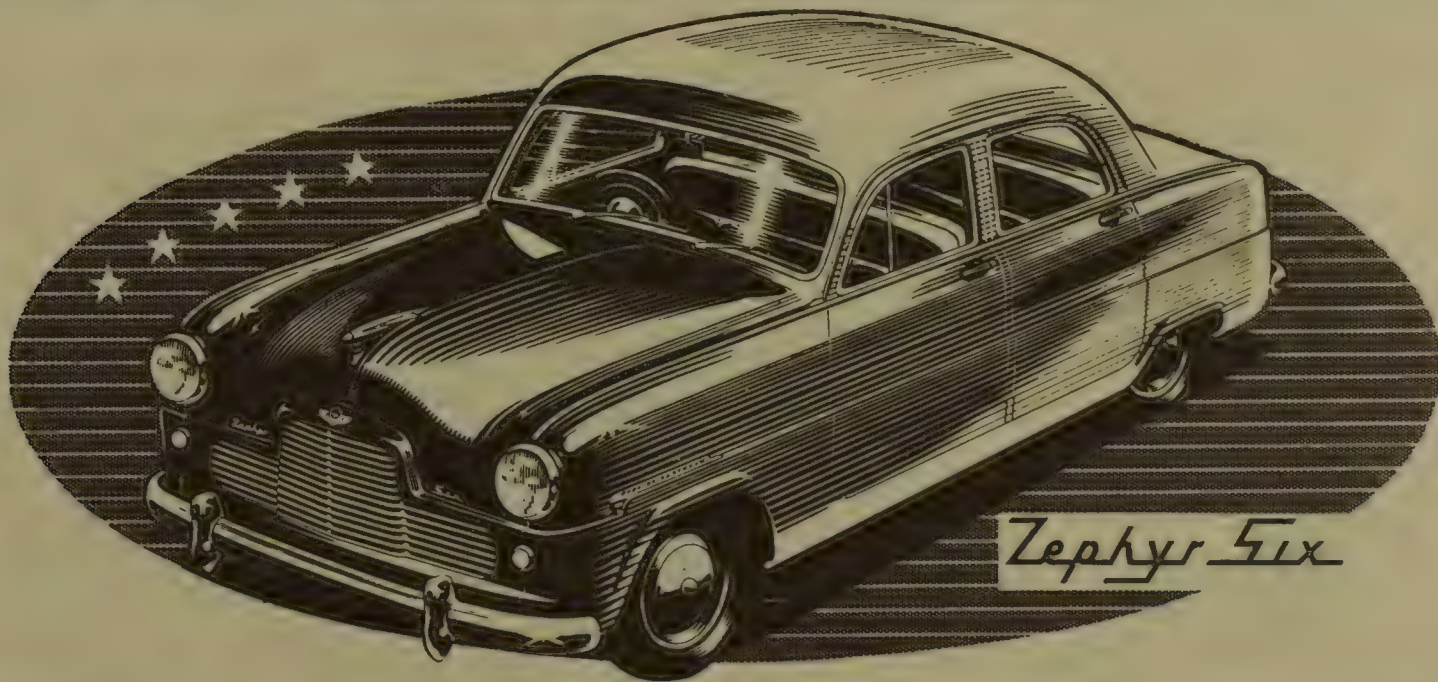
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- ★ HYDRAULIC BRAKES
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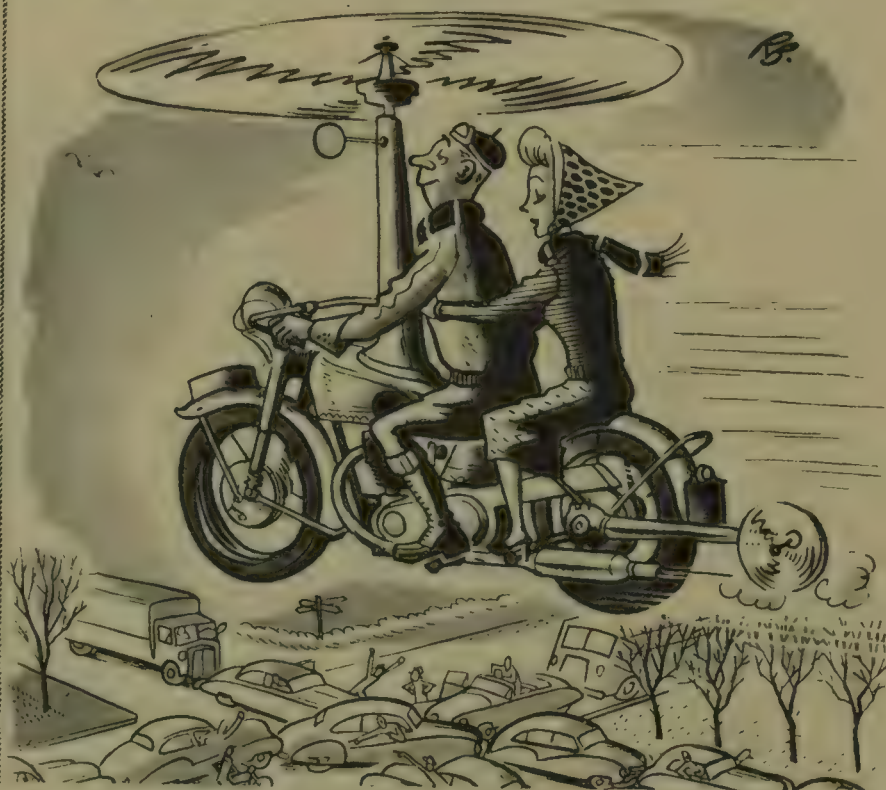
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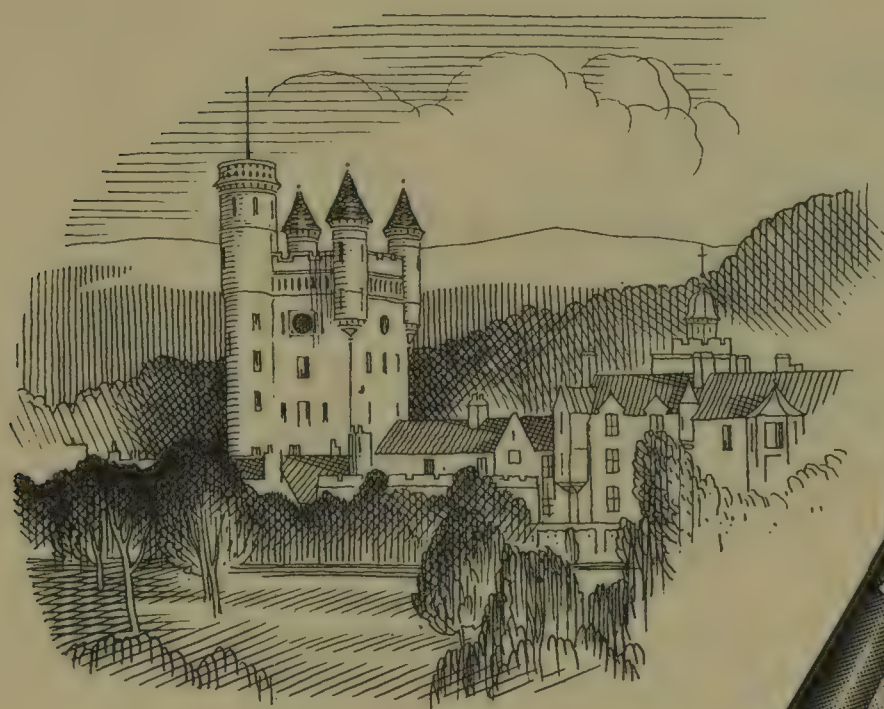
I will give you
MORE MILES PER GALLON!

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Stand 167
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MOTOR SHOW
1950

A L V I S L T D • C O V E N T R Y • E N G L A N D

LUCAS

Quality

ELECTRICAL EQUIPMENT

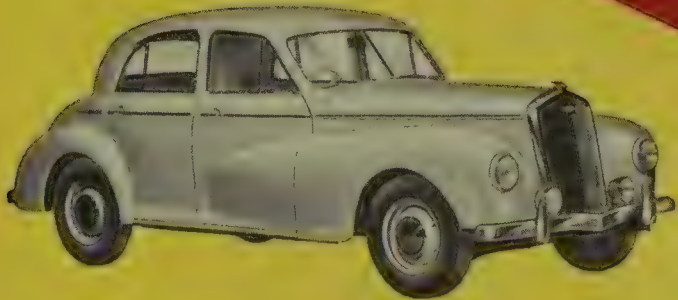
LIGHTING
STARTING
IGNITION
BATTERIES



J O S E P H L U C A S L T D • B I R M I N G H A M • E N G L A N D
M O T O R S H O W S T A N D 2 6 7

DOMINATING THE HIGHWAYS OF THE WORLD

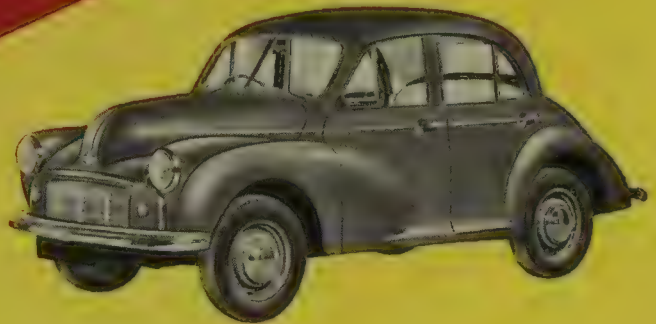
Nuffield caters for every motoring
and transport need



Gracefully modern, Distinctly

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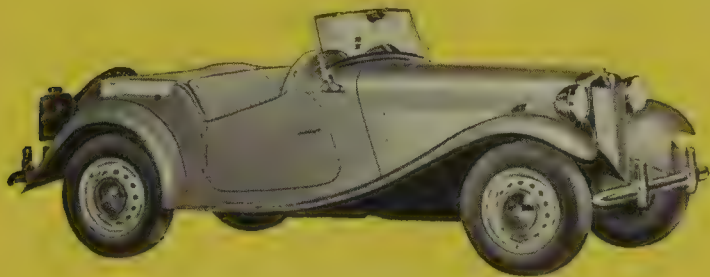
FOUR - FIFTY · SIX - EIGHTY



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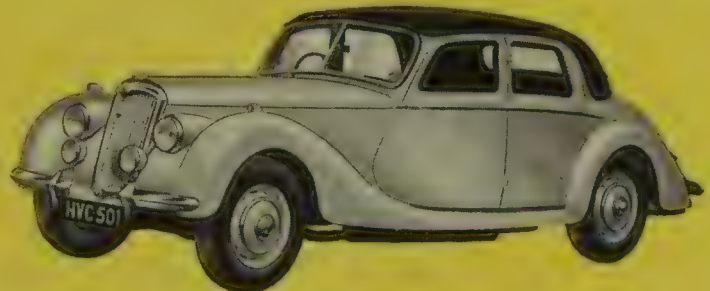
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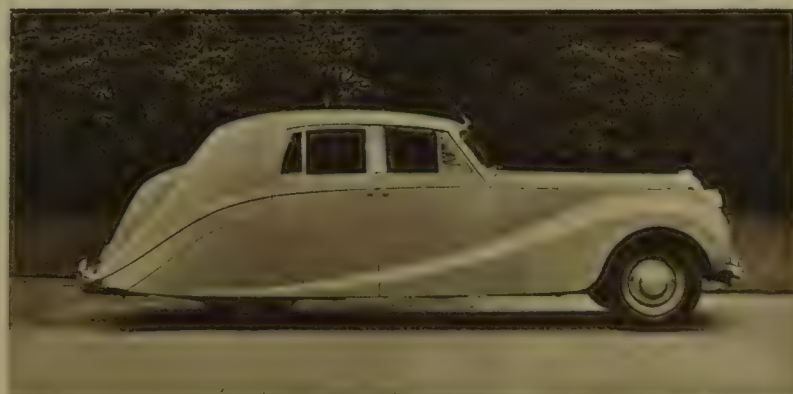
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October 18 - October 28
STAND NUMBER
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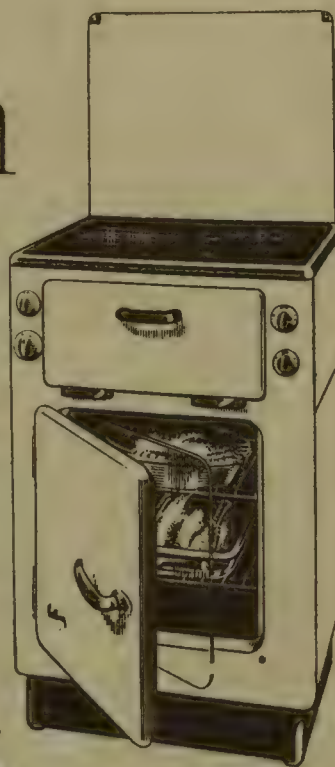
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See the
THORNYCROFT
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 MOTOR SHOW · EARLS COURT

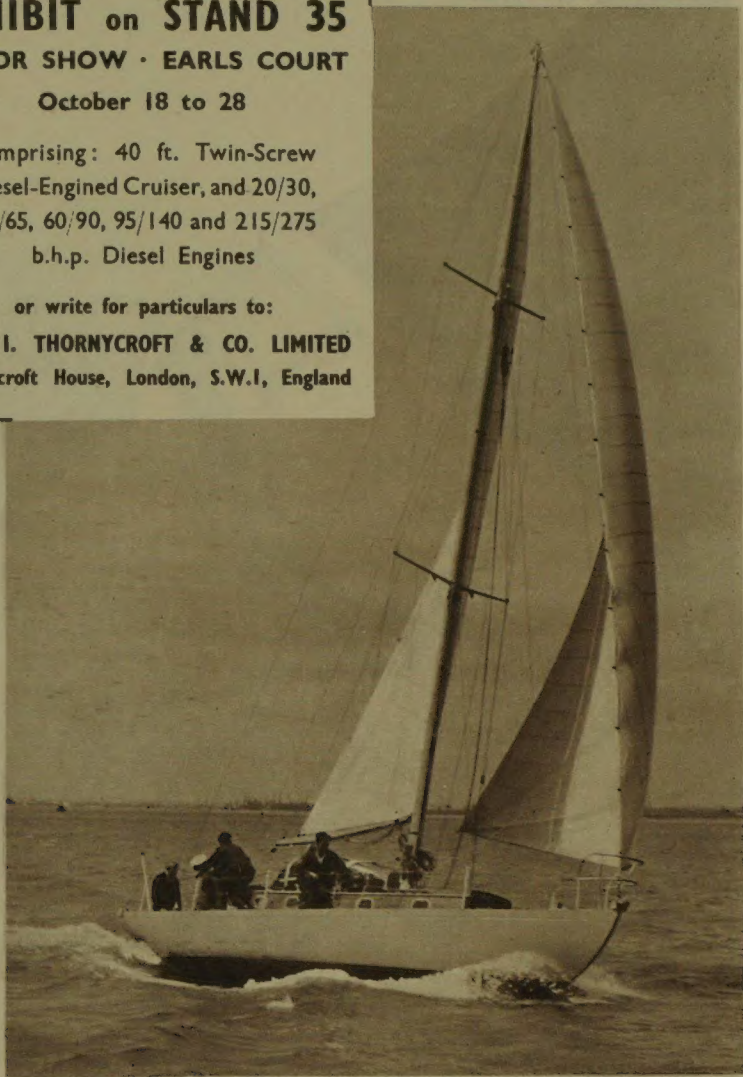
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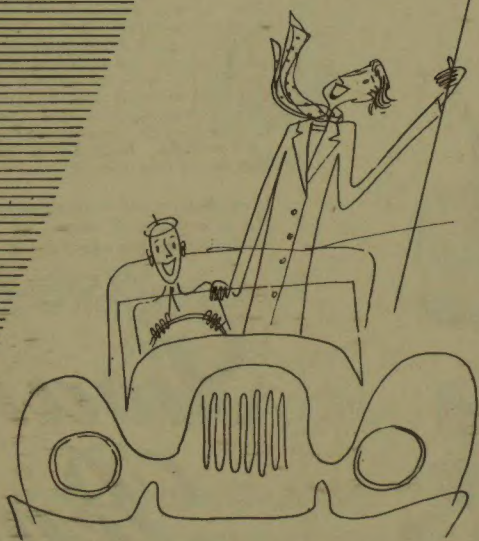
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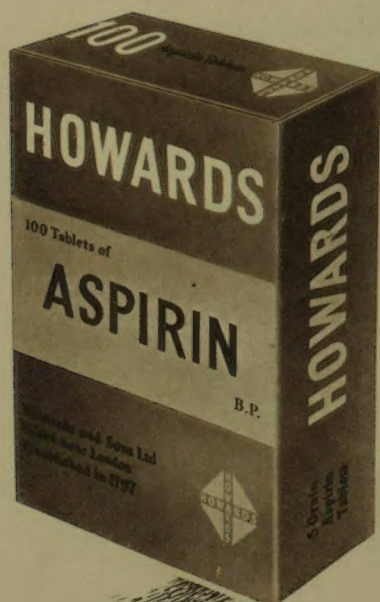


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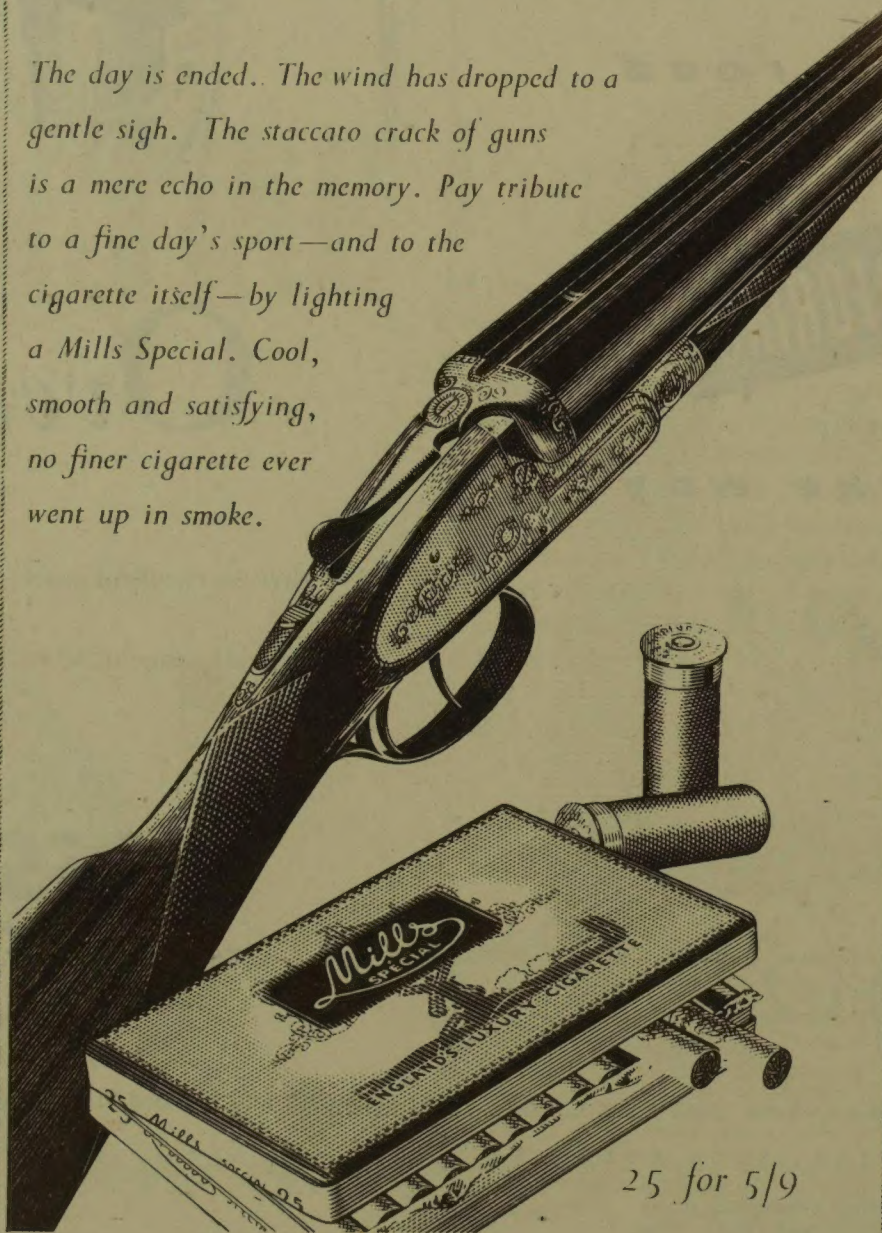
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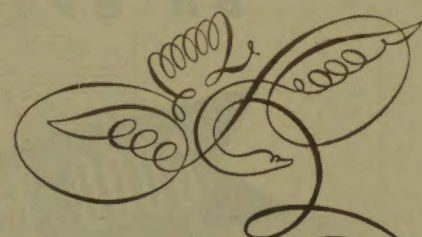
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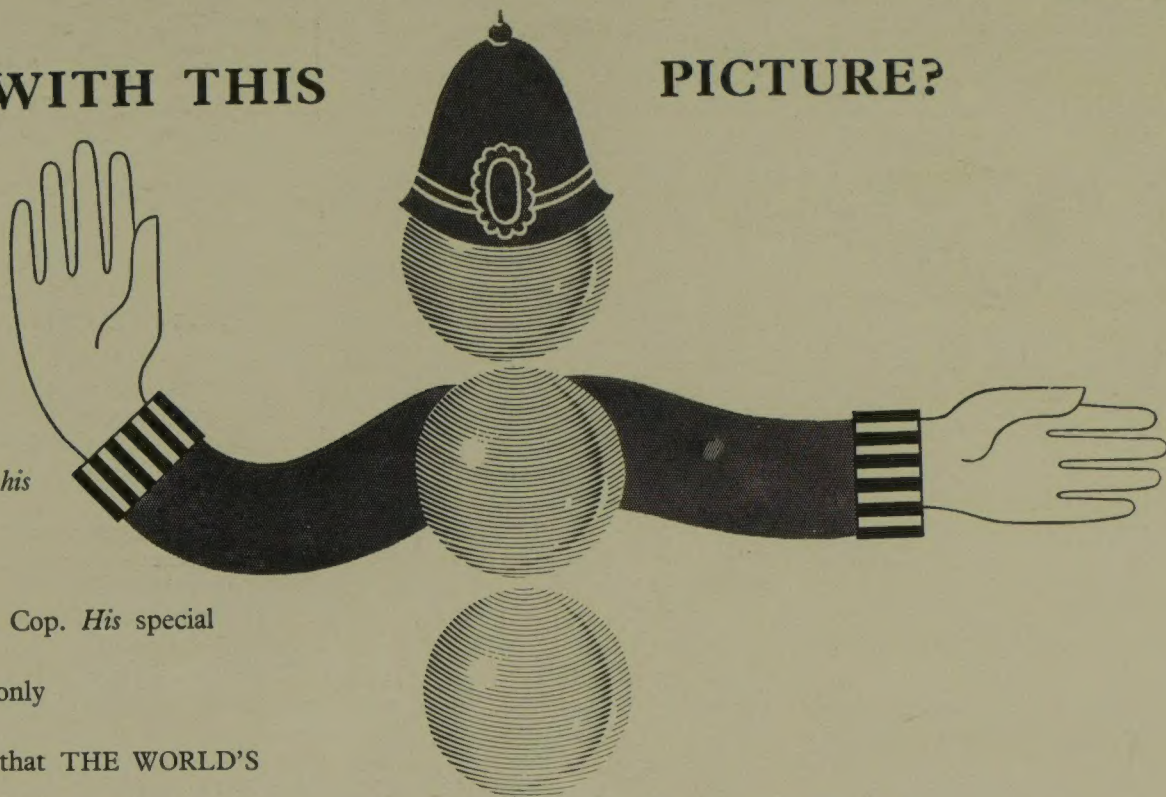
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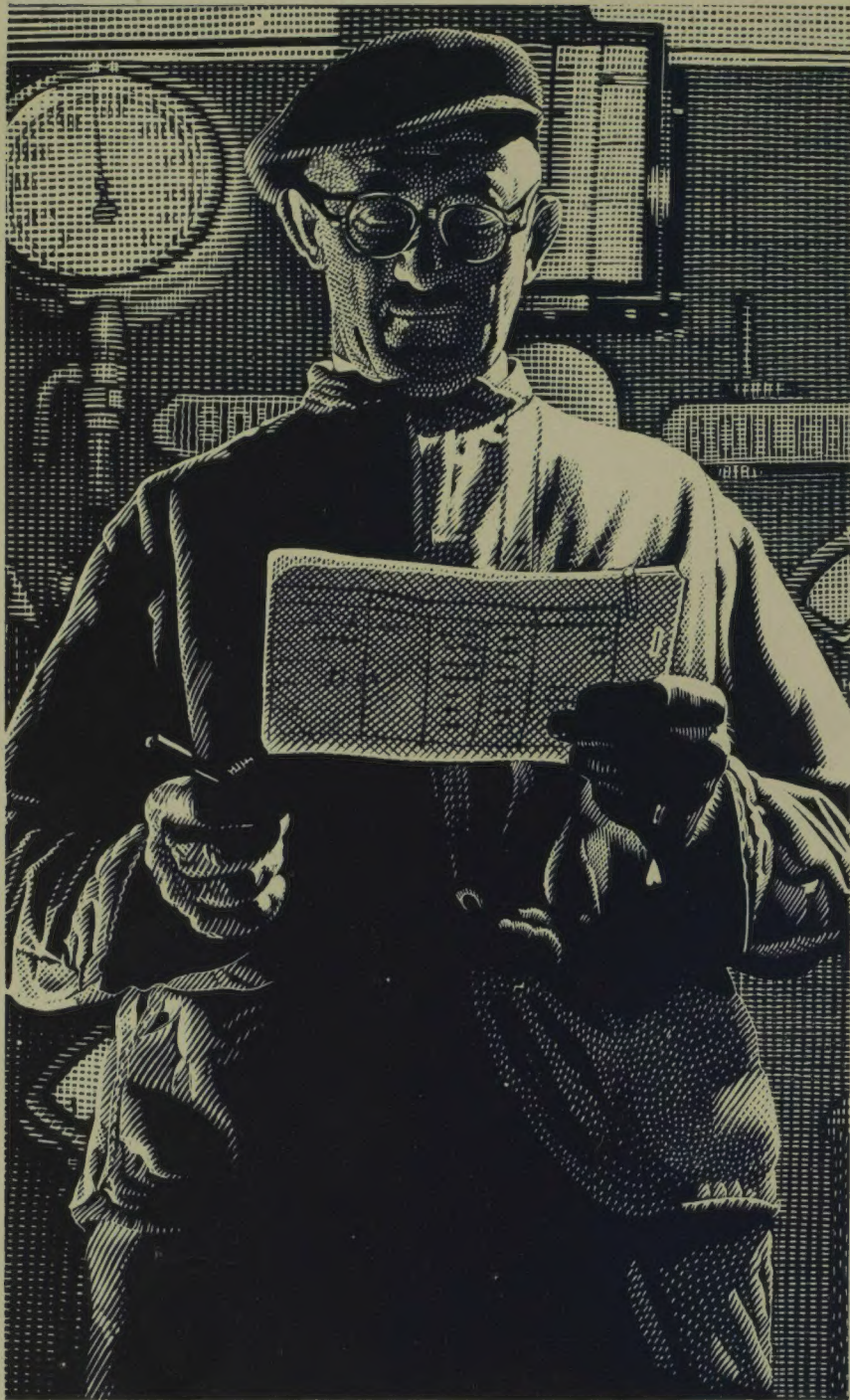


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TBW 82A

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